

***** * BMHA Newsletter * *****



* BICYCLE MOBILE HAMS OF AMERICA *

Volume 11 Number 1

January 1990

Welcome to the second issue of the BMHA Newsletter. I'm still putting this out the hard way...with just a Model 100. I hope that by the July issue I'll have a PC and the other desk-top pub stuff and be able to put out a nicer-looking product.

I'd like to again extend an invitation to all you bikie-hams to send in your writings about your rigs, your home-brewings, your adventures, your experiences while bicycle-mobile. And your pix (color or B/W) or QSL's about BM.

To those who missed their DEADLINES, please buckle down and get your stuff in for the April issue. The deadline is Feb 20.

WE MUST TALK ABOUT MONEY.

47 people have sent in \$355. Those 47 are picking up the tab for the rest of you! Expenses to date, for preparing and mailing the first two issues, are \$237.82. That leaves a balance of only \$117.18.

To put it plainly: If you want to continue to receive the BMHA Newsletter you must indicate your support by sending in a check, if you haven't already done so.

-----BAOA, Editor

ABOUT BMHA

Bicycle Mobile Hams of America got its start when a "Stray" in the June '89 issue of QST asked to "get in touch with hams who operate bicycle-mobiles, or in any other human-powered conveyance", signed by Hartley Alley, BAOA.

25 hams responded, filled out questionnaires, and received a summary of the collected info.

Then in April of '90 we had our own BMHA Forum at the Dayton Hamvention. We played to a packed house, overflowing the tiny room assigned to us.

Since September 15th our mailing list has grown from 85 to 115, and paid membership has grown from 30 to 47.

BMHA NET...ON 20

TO ALL BMHA'ers!!

Many of you have expressed interest in a BMHA net on HF. I have volunteered to be the net control. After carefully tuning across the HF bands, it seems that 20 meters is the best all-around choice. (Also because I can fire up my linear on that band and not cause TVI, BCI, VCRFI, etc.!!)

The net will meet twice a month, which seems to be an appropriate number of get-togethers for us to chat about bike-mobiling, hints and kinks, etc. and exchange info about our plans for the upcoming biking season.

Here is the planned schedule:

Frequency ----- 14.255 KHz
Time ----- 2330 UTC
Day ----- 1st and 3rd Sunday
of each month
Starting day--- January 8, 1991

I will call the net to order and ask for an assistant on either the east or west coast. After check-ins I'll open it up for announcements, general discussion, and anything you want to talk about.

I will try to keep it loose but brief. Let's try to limit the net to no more than 45 minutes in length. If anyone wants to continue discussion after that, we can close the net and go on an informal basis.

I also plan to advertise the net across the packet network so you may see this come across your Packet BBS. Maybe we can encourage others to join BMHA. Those of you who are on packet, feel free to give me feedback or advice about the net. My Packet address is NFOH @ NFOH.NE.

73...and hope to meet you on the BMHA net on January 8th, and the ensuing 1st and 3rd Sundays.

Nike Nickolaus NFOH

HEADSETS & THE LAW

After reading the two articles in the October 1990 BMHA Newsletter on the pros and cons of using headsets while riding a bicycle I thought that it would be worthwhile to investigate the legal viewpoint. This article contains the results of that research. I used Lexis, which is an electronic research aid that enabled me to search through the statutes of 50 states and the District of Columbia. This research was done during November of 1990. I have included references to the statutes to enable you to do further research. I have tried to investigate the laws as fully as is possible with the means at my disposal. I suggest that you investigate the law in your state before you use headphones while riding a bicycle. This could be done by checking with your state police.

My research found no statutes that dealt directly with the use of headphones while riding a bicycle. I first had to find out whether headphones can be used while operating a vehicle and then figure out whether each state considers a bicycle a vehicle. Some states make a distinction between the use of one or two headphones. The following table is a summary of the results that I found.

State	1 Headphone	2 Headphones	Source
Alabama	yes	yes	
Alaska	yes	yes	
Arizona	yes	yes	
Arkansas	yes	yes	
California	yes	yes	27500
Colorado	yes	yes	CRS 43-4-207
Connecticut	yes	yes	
Delaware	yes	yes	11 Del C 2000
D.C.	yes	yes	
Florida	yes	yes	Florida Stat 318.30
Georgia	yes	yes	OCGA 40-6-210
Hawaii	yes	yes	
Idaho	yes	yes	
Illinois	yes	yes	105 Ill. CS-110(a)
Indiana	yes	yes	
Iowa	yes	yes	
Kansas	yes	yes	
Kentucky	yes	yes	
Louisiana	yes	yes	
Maine	yes	yes	
Maryland	yes	yes	21-103(b)(1)
Massachusetts	yes	yes	
Michigan	yes	yes	
Minnesota	yes	yes	100-475.02
Mississippi	yes	yes	
Missouri	yes	yes	
Montana	yes	yes	
Nebraska	yes	yes	
Nevada	yes	yes	
New Hampshire	yes	yes	
New Jersey	yes	yes	
New Mexico	yes	yes	
New York	yes	yes	
North Carolina	yes	yes	
North Dakota	yes	yes	
Ohio	yes	yes	ORC 451004
Oklahoma	yes	yes	
Oregon	yes	yes	
Pennsylvania	yes	yes	75 Pa.C.S. 3714
Rhode Island	yes	yes	42-2-100-1
South Carolina	yes	yes	
South Dakota	yes	yes	
Tennessee	yes	yes	
Texas	yes	yes	
Utah	yes	yes	
Vermont	yes	yes	
Virginia	yes	yes	7a Code 46-107B
Washington	yes	yes	RCW 46.107
West Virginia	yes	yes	
Wisconsin	yes	yes	
Wyoming	yes	yes	

BMHA NEWSLETTER

EDITOR: Hartley Alley NADA

BOARD OF ADVISORS: Russell Dwarshuis K8SV,
Len Koppl KD0RC, Bob Fulhaj K56ZJ, Mike
Nicklaus W6ON

We welcome articles, suggestions, announcements, letters, photos, artwork --- anything pertaining to bicycling while operating an amateur radio, or vice versa!

Submitted material will be edited for clarity, and, if necessary, shortened to fit space constraints.

Material should be submitted before Dec. 1, Mar. 1, June 1, or Sept. 1 for inclusion in the ensuing issue.

BMHA NEWSLETTER is the quarterly publication of the Bicycle Mobile Hams of America. Issued in Jan, Apr, July, and Oct.

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BICYCLE MOBILE HAMS OF AMERICA (BMHA)
Box 4009, Boulder, Colorado 80306

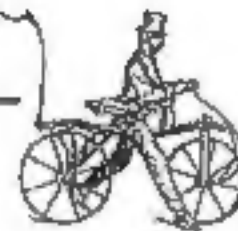
ANNUAL DUES: \$5

I did not check local ordinances for restrictions, but they could exist. I did check Federal statutes and the Code of Federal Regulations and found nothing concerning the use of headphones on bicycles.

Most states that prohibit the use of headphones include exceptions that allow their usage. For example, Maryland has an exception for bike trails. The exception that might apply to the use of headphones by an amateur radio operator would be an exception for emergency vehicles. One might argue that when there is a disaster the bicycle becomes an emergency vehicle.

I hope that his article has proved beneficial. If anyone knows of additional information similar to this article I would appreciate hearing from you.

---Barney Schall, KSLA
Attorney at Law
PO Box 673
Sharon, PA 16146



We were able to communicate between ourselves and the motor home at all times. It was sure nice to approach the nightly stop and to radio ahead and find out where our motor home was in the sea of thousands of bikers, acres of tents and countless support vehicles.

Local ham clubs had set up an Amateur Radio Message booth at each nightly stop. They did a great job and really gave ham radio a good name with their free message service.

BWHA'ers interested in joining the bicycle-mobile communication group in the 1991 RAGBRAI should contact Chris Charron, WBORSV. His address is current in the last several callbooks. Openings are limited, so contact him early if you want a spot in the lineup.

-----Mike Nickolaus, WFOH
316 E 32nd St
South Sioux City NE 68776

NO EXCESS BAGGAGE

"You'll thank me for it," I said, referring to the unusual appendages attached to my bicycle. Mickey thought the radio gear was not sufficiently main-stream equipment for a bicycle ride across America. There was something "funky" and "non-professional" about it. "Extra weight," he said. Mickey is not a ham, but outside of that he's a pretty rational sort of guy.

We left Atlantic City on June 25th and headed down the cape. I used the radio to get information regarding departure times of the ferry to Delaware, and we stepped up the pace a bit to avoid waiting over two hours for the next departure.

"Where you riding from?" Squelch tail.

"Atlantic City," I said.

"Well, I take my hat off to you! Where you going?"

Squelch tail.

"California."

"Oh Lordy... I not only take my hat off, I'll wave it around." Squelch tail.

Maryland was good to us except for the rain. There was a stretch where we never saw the sun. After one particularly stormy night, we packed wet gear in the morning. Our tents leaked. A lot. We left camp in the rain. We rode seventy miles in the rain. We looked for a state park in the rain, found it, but there were no more camp sites available. We rode another twenty miles in the rain, got lost, and rode ten more miles in the rain. It was getting late, and we were in Oakland, Maryland. In the rain.

"We need a place to stay," said Mickey. Istute fellow.

"Right." I switched on the radio to 146.52, and there was chatter! "The locals know more about this place than I do," I said.

Well, it's hard to say whether the lines on Mickey's face were stress-related or the consequence of too much water, but as my conversation with Dave (K0001) progressed, Mickey's wrinkles began to disappear. Soon, we were on our way across town.

"Boy, uh —" started Mickey

"Save it," I interrupted, "You can thank me tomorrow. Right now, let's just get out of the rain. Besides, this could get better."

It did. Not only did Dave take us in from the rain, but his wife, Molly, made dinner for us. Then Dave brought up a repeater in West Virginia through his base station. We made a phone patch to my friend Ray and I let him know we were a day ahead of schedule. He said he'd have the towels ready.

"Has he got a CB on that bike?" asked Ray.

"Oh, no way," said Mickey, "That's a RADIO."

Thanks, Dave.

-----Eddy Powell, W6BPH
2334 Holden Ct
Oceanside, CA 92045

The RAGBRAI communication crew. That's Mike, WFOH, behind the disc wheel.



TRAVEL & ADVENTURES

Eddy Powell, W6BPH, uses the phonetics "W6 Bicycle Pedalling Ham", and for good reason: he's ridden across the US twice (in 1980 and again in 1990), and his personal best for 24 hours is 300 miles. Here, Eddy writes about the first days of his '90 trek.

HOME-BREW PROJECTS

BICYCLE STROBE LIGHT

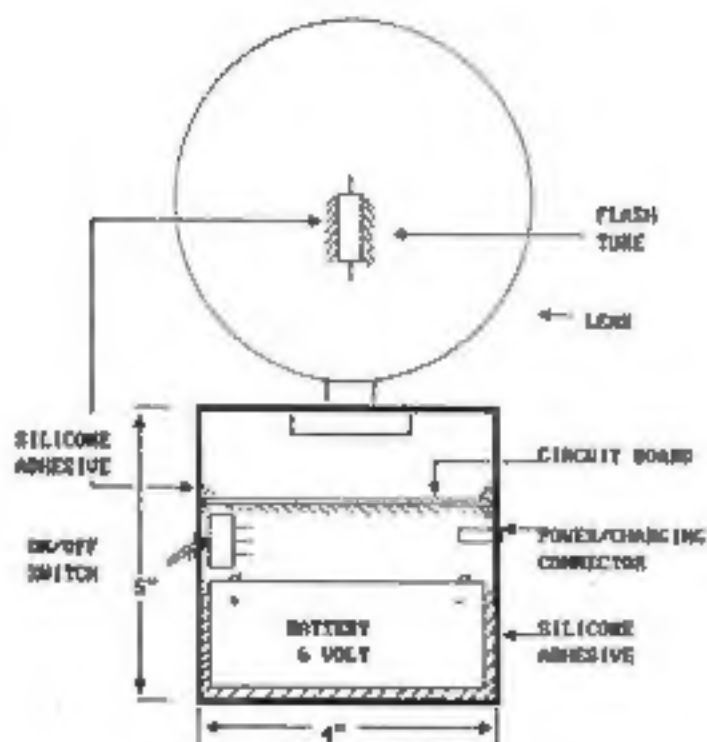
For safety sake it's best to let overtaking traffic know that you're up ahead pedaling. A normal red tail light might not be enough to get that driver's attention, but a strong strobe light might make the difference! After seeing local school buses and postal vehicles utilizing strobe lights, I decided that was the safer way to go.

The main drawbacks of buying an assembled unit were the cost (\$65 and up) and the amount of amperage they draw (1 amp or more) — both of which were too much for me. So now was the time to start home-brewing a strobe light.

While driving down the expressway I noticed many damaged flashing marker lights laying along the road, lights that were supposed to be mounted on safety barrels. I managed to recover an assembly that had the orange plastic lens intact. Then I found a surplus store selling strobe light kits, which did not include the power source or enclosure, but did have the flash tube, all for \$6.50. I bought an enclosure, about 2"D x 4"W x 5"H, made by BUD. It is an ECOMM BOX, of die cast aluminum, which can be sealed.

The strobe light kit is fairly easy to assemble. The circuit board, about 2" x 3", needs 6-8 volts DC @300 Ma. The strobe tube is mounted to the center of the orange plastic lens by silicon adhesive, which also acts as a shock absorber. It's necessary to lengthen the leads of the flash tube, since the tube is being "remote-mounted". The lens is then mounted to the top of the enclosure (most lens assemblies have a threaded insert for this purpose) and then sealed with silicon.

The power source is a NiCad battery, rated at 6 volts at 2 amp/hr. Since the strobe draws about 300 ma., that gives a fully charged battery about 2-3 actual hours of operating time, with a flash rate of one flash every 2 seconds. Mount the battery in the lower half of the enclosure (using silicon again) and fuse the battery right at the positive terminal. Don't forget to install a power switch and a connector for recharging the battery. For convenience sake, I installed the same type of connector as on my HT.



You can mailorder the strobe kit for \$6.50 plus shipping from A. E. SURPLUS, 15272 ST RT 12 East, Findlay, Ohio, 45840 (419) 422-1558.

73....and safe biking!

---Bob Puhaj, K8BJJ
PO Box 11429
Toledo, OH 43611

TECHNICAL

HOW TO IMPROVE THE RANGE OF YOUR HT

Many of us on bicycle mobile use VHF or UHF HT's because they are fun and portable. But the range is often short because of low power and low altitude antennas. Here's an idea on how to greatly extend your VHF coverage by using VHF remote base stations in addition to repeaters.

To extend the range of your bicycle-mobile HT you can use some of the "twin band" (VHF/UHF) transceivers as cross band remote base repeaters. You place one in an unattended location to relay your HT signal to a repeater which you can normally not access. For example, you may operate your HT from your bicycle on 70 cm and the twin band remote base repeats your signal simultaneously on 2 meters. If the 2 meter output is on the frequency of a regular repeater which is within range of the relay radio, you then have access to that repeater. The repeating radio is located at your home, some high location, or in your

cer. It could also be placed at a remote location in the vicinity of the day's activities. The only disadvantage to this type of operation is that you must wait until the normal repeater's carrier drops before you can talk.

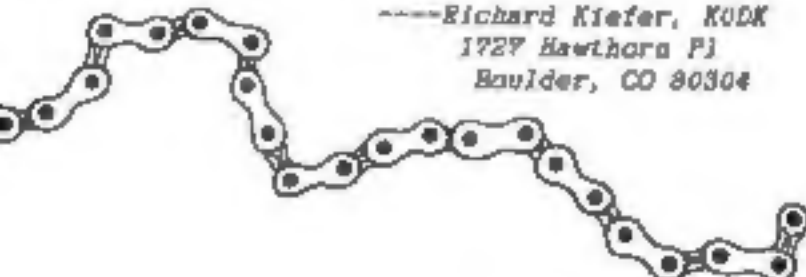
Mobile transceivers which are used as cross band relay radios are offered by Heath, Kenwood, and Alinco. A particularly good unit is the Alinco model DR-590T because it is remotely tuned on 2 meters from the touch tones of your 70 cm radio. Even some HT's are used this way -- the Kenwood TH-77A or the Heath HW-24T.

While the cross band transceivers work well, I extend my RT range around Boulder, Colorado by using a 2 meter remote transceiver attached to a full 70 cm repeater system. This system is more sophisticated and expensive but it allows more complete and convenient control of the 2 meter transceiver. For example, all functions of the 2 meter transceiver are possible: frequency, offset, transmitter activation, and RF power output. Several hikers can simultaneously use the remote base in a round table manner by conversing on the UHF repeater. In Colorado I can set the 2 meter transceiver to any repeater between Pueblo and Cheyenne, Wyoming, allowing conversations bicycle-to-bicycle over a 300 mile span of distance. My system also permits the use of any autopatch repeater over this range.

The system itself is a full 70 cm repeater on 449.400 Mhz using a Repco transmitter and receiver with a Sinclair duplexer. The controller is a homebrew microprocessor voice-synthesized unit which I designed. The 2 meter remote base radio is a Yaesu FT-212. The entire system is solar powered. It uses a dual band antenna and a two band combiner to add the 2 meter and 70 cm signals. Nothing this sophisticated is commercially available but you can buy remote base station controllers which will perform most of the same functions in conjunction with a normal repeater. These controllers are available from Advanced Computer Controls, (408) 727 3330, 2356 Walsh Ave, Santa Clara, CA 95051

Good luck with remote base operations and happy bicycling!

---Richard Kiefer, K0DK
1727 Hawthorn Pl
Boulder, CO 80304



BITS AND PIECES

HANDS-FREE BICYCLE-MOBILING

The latest answer to the "headset versus speaker-mike" question is in an article on page 22 of the November '90 issue of QST.

Bryan Bergeron, NULN, an avid cyclist, has written a "how-to" about his use of an "intraural" (in-ear) microphone. Speaker and mike are combined in this tiny device that easily fits in your ear. It's under your helmet, out of sight, and away from the wind.

Maybe some member would like to assemble ready-to-use intraural mikes for sale to our members. If interested write to the BQHA Newsletter editor and this will be mentioned in the next issue.

HAWKING ON THE CANALS OF HOLLAND

My wife Jean, N0KOL, and I have been to Holland four times: two times on bike tours, once in a rented car, and last fall we rented a boat.

The Pinta II was really very nice: a 35 foot motor cruiser with a twin screw diesel, and of course a galley and plenty of living room. Turns out it was cheaper than staying in hotels and renting a car.

The canal boating worked out fine; drifting along through the Dutch countryside, passing through drawbridges and locks, tying up in picturesque little towns, talking with the locals and learning Dutch words and phrases. It went just fine until we ran into four days of crosswind at a gale force 6. In that heavy weather we really needed a crew of four to handle the piloting and the docking--but there was just the two of us. So we phoned the owner to come and help us get back to his home dock.

We proceeded to sail the boat single-handed, tending the lines and piloting the Pinta II through the stormy waters -- all without our help. (If I knew the Dutch words for "stupid lead lubbers!" I'd throw them in here.)

I took the trouble to get a Dutch ham license and to take along an HT. It turned out to be a good idea -- the few times we needed a car, we were chauffeured around by a very friendly local ham, Jan PA0VJS, and his wife Jenny. Later we were invited to the home of Jaap, PA0FAV, and his wife Inge, knowledgeable fans of American jazz.

The Dutch people are friendly and helpful, not just because tourism is an important business. And almost all of them are fluent in English -- it's required in the schools.

Our bicycling was not so pleasant. We did not bring our own bikes with us. A mistake. The big Dutch bikes that we rented weighed about 55 pounds and were just too cumbersome to lift off the boat. They rode like trucks. So the cycling was a minor part of this adventure.

(In the next issue, general info about hamming and cycling in Europe: licenses, repeaters, cycling problems and solutions.)

---#AOK, Editor

CLUBS & EVENTS

MOB TAKES OVER BIKE TRAIL

While riding in a recent Whittier Hills Bike Challenge (VHBC) I stopped at a sag area to load up on goodies, and chanced to meet Dave Herman, VA4HTK, one of the hams providing communications for this popular annual century run. He had spotted my HT and the call sign on my helmet.

Dave told me that he was with the Downey (CA) Amateur Radio Club and that they had several members who were also bike riders. He invited me to a club meeting to find out more about their bicycle-mobile operations.

As a longtime ham but a NON-bikerider, I had for five years been the communications director for the VHBC. Five years of watching the fun these bikies had was enough to inspire me to buy a bike and get into cycling for myself.

In October I attended a Downey ARC meeting and was amazed by this club's bicycle-mobile activities. They have so many active riders -- 25 as of October -- that they are a major subdivision of the club. They call themselves the MOB (Mobile On a Bike).

The impetus behind the MOB movement is Bob Farrow, W6OPR, whose experience is the opposite of mine, in that he started cycling long before he became a ham. Bob is a SERIOUS cyclist. While competing in the grueling Race Across America (RAAM) -- whew! -- Bob was impressed by the assistance that hams provided and as a result decided to get into hamming for himself. This led Bob to join the Downey ARC, where he has returned the favor by implanting the cycling fever in his fellow hams.

The MOB is such an important part of the DARC that in the club's monthly newsletter they have their own column, written by their ride leader, Dell Jergensen, W6SP. The October issue reported that the MOB had pedalled a total of 12,323 rider-miles from June 1 to Sept 1. While the average was about 175 miles per rider, one member had done 700 miles in that period.

The two primary rules of the MOB are "always ride in a straight line" and "helmets are mandatory."

Besides just racking up the miles MOB manages to perform public service while bicycle-mobile. They often provide communications for staged rides that are not easily followed by motor vehicles. One such ride is the "Tour de Sewer".

This ride follows the San Gabriel River Bike Trail, which in some places is totally isolated from all observation or access from streets. They also cover the Lung Association century ride from LA to San Diego.

Equipment-wise, these guys and gals have me outclassed. The most common antenna is a J-pole, mounted over the rear wheel. Some of them use mobile type radios, but more common is an HT mounted on the handlebars. They use speaker mikes or headset VOX units for hands-free operation.

On a recent week-end I managed to link up with a MOB ride. It sure was nice to pedal along and hear not only the rider-to-rider banter on frequency (144.93 simplex) but also to hear many non-riders keeping them company.

The MOB rolls every Sunday, Tuesday, and Thursday, usually for an early 7 AM ride along the San Gabriel River Trail. For more info on this very active club send a business size SASE to the Downey ARC, 12708 Glynn Ave, Downey, CA 90242, and ask for a sample copy of their Q5 Newsletter.

-----Dave Haring, K6GFW
15358 Goodhue St
Whittier, CA 90604

HAMS AND MORE HAMS ACROSS IOWA

The last week in July is RAGBRA! week in Iowa. The whole state knows that RAGBRA! stands for the "Register's Annual Great Bicycle Ride Across Iowa". (Or, as some of us call it, the "Register's Annual Great Bear Run Across Iowa!") The Des Moines Register newspaper sponsors this mass bicycle tour across rural Iowa. 10,000 riders stretch out along the roads as far as the eye can see, engulfing the overnight stop towns -- towns that vie with each other in offering a variety of food, entertainment, and small town hospitality. For the girl watchers, it's one of the better events. All Riders come from all the states and many foreign countries to pedal the 500 mile route.

I have been on the last five RAGBRA!'s and plan to do it all over again this year. The last two years a number of us hams have provided bicycle-mobile communication. This past year ICOM sponsored our operation, supplying 15 riders with IC-28AT's and two IC-228's for the support vehicle. We used my motor home as the rolling net control and support vehicle. In addition it served as our sag wagon, floating restaurant, restroom facility, and of course as a sleeping dormitory.

ANTENNAS

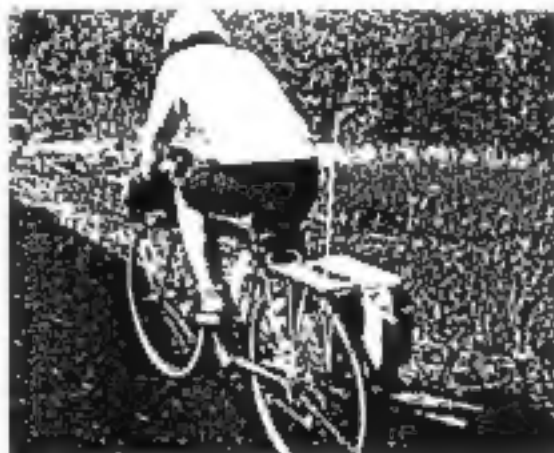
SOLVING THE GROUND PLANE PROBLEM

Like most kids, I loved my bicycle. & has since the age of 10, my bicycle has always been adorned with every radio accessory imaginable. The trend continues, some 32 years later! The Icom IC2-AF is always with me on the bike. Early attempts to simply operate with the HT in the handlebar bag using a rubber duckie did not yield very impressive results. While the experimentation goes on, my present system does a good job and is easy to build.

As you probably know, getting a reasonable ground plane on a bicycle is somewhat elusive. I solved that problem by mounting my 1/4 wave vertical on an aluminum plate, a plate which is sized to fit within the interior dimensions of a Blackburn rear rack. A BNC bulkhead connector mounted to the center of the plate provides adequate mechanical strength for the radiating element. RG-58U coax is routed from the underside of the plate to the front of the bicycle, and attaches to the rig mounted in the handlebar bag. My particular vertical radiator is matched to provide a flat SWR when a rider is on the bicycle. This was done by a fellow cyclist and co-worker, KN4AS, at our place of employment where we have access to a network analyzer. I realize that most readers will not be able to duplicate this set-up, so the best advice I can give is to experiment with the radiator length while going for the lowest SWR. This antenna arrangement appears to work nearly as well as a 1/4 wave mounted on a car roof.

Some recent variations on this idea have been implemented here in the Atlanta area. Mike, VB4RLS, showed up at our LAV century with a 5/8 wave mounted to his rack. He had a clever radial system consisting of 20" loops of brake cable in a cloverleaf configuration. I was operating the net control station for the event, and Mike's signals compared very favorably with similar-powered mobile stations on the same route. This configuration needs further study. It has been my experience that obtaining a low SWR with bicycle-mounted antennas requires rather creative solutions, but with a little work, you can squeeze out some amazing gains over the rubber duckie.

---Ned Mountain, WC4X
185 Carriage Sta Cir
Roswell, GA 30075



Ned Mountain's rack-mounted 1/4 wave.

MEMBERSHIP APPLICATION

BICYCLE MOBILE HAMS OF AMERICA (BMHA)

Please complete and return to:

BMHA
PO Box 4009
Boulder, CO 80306

Date _____

Name _____ Call _____ License Class _____

Address _____

City, State _____ Zip _____

Regular Membership: \$5 per year

Additional contributions will help defray cost of preparing and mailing the quarterly BMHA Newsletter.

Enclosed is my check for \$ _____

(Make checks payable to BMHA, Bicycle Mobile Hams of America)

QSL CORNER

In this space we feature QSL cards that have a bicycle-mobile photo or motif. Send yours in. We'll run it.



We received this card from Hans Boehm, DK8MO, of Augsburg, Germany. He writes:

"Gerd Schrick, VBB1FM, of Dayton, Ohio tells me you are looking for European hams who operate 'bicycle-mobiles'. This QSL shows my daughter Hannsiorre, DK9MO, and myself when she was 16. Now she's 37, has a family and no time to go out with the father. Hi. The tandem is still existent and waiting in the cellar for use. Hi.

Here I am: grandfather, retired, class of 1927. I have had a driving license since 1950 but no car until 1988. Up until then I got around by bike or train. I wish you good health and merry Xmas!"

BMHA NEWSLETTER

Bicycle Mobile Hams of America
PO Box 4009
Boulder, CO 80306

Address Correction Requested

First Class Mail

UPCOMING IN BMHA

1991 DAYTON HAMVENTION, April 26-28

Our BMHA Forum has been confirmed and is set for Sunday the 28th, 9:30 am to 11:15. We'll be in room 2, which seats four times as many as last year's room. We'll fill it!

A varied program is on tap: antennas, home-brewing, comments and suggestions from the floor, are just a few of the topics. WA0A, your editor, a one-time magazine photographer, will give a short slide show titled "The Wonderful World of Bicycling". It's about some of the crazy cycling happenings that he has shot in several foreign countries.

Right after the Forum we'll bus as a group to a local restaurant for lunch, an eyeball, and of course some elbow bending.

Tune into the BMHA net (see details elsewhere in this issue.) This is the best way to know what's happening and get to know some of our members.

